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Forwarded herewith for your information and retention is one [] document containing miscellaneous information on the Air Forces and airfields in Yugoslavia, Rumania, and Albania.

CLASSIFICATION

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The following is a translation of a document on the Air Forces and air-
fields in Yugoslavia, Rumania, and Albania

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SUMMARY

YUGOSLAVIA -

Airfield at SKOPLJE
Buying of jet-propelled fighters
Training of personnel
Civilian aviation
Measures in regard to planes coming from HUNGARY and RUMANIA and flying
over YUGOSLAVIA
Radar stations in YUGOSLAVIA
Vth Regional Command of aviation at LJUBLJANA
The 1st Air Transport Regiment
Diverse "Air" information

RUMANIA -

Information about various airfields
" " " "
A/s units of Rumanian aviation
Rumanian military aviation
Rumanian aeronautical commands in SWITZERLAND
Diverse "Air" information
" " "

ALBANIA -

Diverse information

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25X1 2. BUYING OF JET-PROPELLED FIGHTERS -

YUGOSLAVIA has bought three (3) jet-propelled fighters
for the training of pilots.

3. TRAINING OF PERSONNEL -

a) School of parachuting at MARIBOR -

Each year a course in parachuting is given at this school. On the
airfield at this school there is a big hut housing three (3) big gliders and
thirty (30) or forty (40) "mouches" (small gliders).

The gliders are towed by means of a biplane which comes from the
outside.

Last summer the school organized competitions near BLEDO.

No engine plane landed on the airfield, and there was no air traffic.

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The field is located south-west of the Studenci suburbs, and the school of parachuting has the official name "LETALSKO DRUSTVO" "ZARKO MAJCEN" (flying station).

b) Recruiting parachutists at MARIBOR -

During the month of April, 1945, recruitment of parachutists began at MARIBOR. Up to the present time, one hundred fifty (150) people have been recruited.

The training exercises will begin soon.

4. CIVILIAN AVIATION -

a) Stationing -

On the airfield at ZEMUN there are now groups of planes of the JAT Society (Jugoslovenski Avionski Transport = Yugoslav Air Transport) and of the JUSTA Society (Mixed Soviet-Yugoslav Air Transport Society).

The JAT Society disposes only of eleven (11) planes of the "Douglas" type, one of which is in poor condition.

The JUSTA Society disposes of eleven (11) planes of L1-2 type (one of these planes was lost in MONTENEGRO during 1948 during a flight to TIRANA).

Duplicate pieces are lacking for "Douglas" planes, which will soon be out of use if the duplicate pieces are not delivered from the West according to commercial agreements.

b) Lack of gasoline -

Civilian aviation has interrupted its flights after a certain time because of lack of gasoline. The quantity received for civilian aviation is now blocked by the military.

The JUSTA Society also suffers from the lack of gasoline and sees itself forced to stop its lines.

The number of flights of military aviation is also limited by the lack of gasoline.

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The flights and exercises are made only two (2) times a week, but often they are cancelled because of atmospheric conditions.

People hope that gasoline will be furnished by the West, but remark that a transport of tank cars took fire near LJUBLJANA, because of sabotage.

c) Dissatisfaction in civilian aviation -

The salaries of personnel in civilian aviation are not poor; specialized employees receive an average of six thousand (6,000) dinars per month. In spite of this, there is discontent.

With such salaries, they are forced to take their meals in the canteen of the Air Force, where the food is insufficient. They cannot criticize this condition except for a few old professional mechanics, who are indispensable.

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5. MEASURES IN REGARD TO PLANES COMING FROM HUNGARY AND RUMANIA AND FLYING OVER YUGOSLAVIA -

By order of the staff of the Yugoslav Army Air Forces, all planes coming from HUNGARY and RUMANIA and flying over the national territory of YUGOSLAVIA can make a landing on the airfields of BELGRADE or PANCEVO, after control has been made on board.

All planes not conforming to this order will be immediately pursued by Yugoslav fighters and brought down.

In certain cases the Yugoslav army corps depot will also come into action.

6. RADAR STATIONS IN YUGOSLAVIA -

It has been established that in YUGOSLAVIA radar stations exist in the following localities:

ZAGREB - BORONGAJ Airfield -

An iron pillar has been constructed in 1948, but does not allow for installation now.

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Meanwhile, this airfield disposes of a mobile radar of Soviet make, installed on a "SKODA" automobile, which frequently travels between BORONGAJ, VELIKA, GORICA, and SV. NEDELJA near SAMOBOR (three (3) large airfields of the ZAGREB air command).

BELGRADE - ZEMM Airfield -

25X1 The radar was bought [] in 1947 in [illegible] of wood construction. It disposed of ultra-modern installations and is more powerful than the portable one.

SARAJEVO - BUTMIR Airfield -

25X1 This portable radio [] is connected with the radar bridge between the mountains of JOJARINA (K. 1913) and ROMANYA (K. 1649).

SKOPLJE -

25X1 In the fall of 1948 the radar at the airfield at MOSTAR was transferred to the airfield at SKOPLJE. It was bought [] in 1946.

SPLIT - DIVULJE -

25X1 A mobile radio mounted on a side-car travels constantly between SPLIT, SINJ, and KNIN. []

This station is equipped with field telephones (manufactured in the "RADE KONCAR" plant at ZACREB).

It is in liaison with the command of the military maritime base at SPLIT by wireless.

KOTOR -

During the fall of 1948, the radar pillar built in 1947 on the airfield at DEVICA MARLJA V POLJU, near LJUBLJANA, has been dismantled and transferred to KOTOR.

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The pillar and the radar installation are of the "port radar" type. The apparatus has been constructed in RUSSIA, after Czechoslovakian plans.

The radar materiel [] arrived [] the end of 1948.

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Besides these radar installations, new constructions are planned at NIS, BANJA LIKA, DUBROVNIK, and ZARA.

These stations are connected by telephone, under the command of local regional aviation.

7. 5TH REGIONAL COMMAND OF AVIATION AT LJUBLJANA -

A new regional command of aviation has been created during 1948 at LJUBLJANA.

The staff of this is in the "Tabor" barracks on 2nd floor, exactly above the main entrance.

The commander is Colonel of Aviation ZIVKOVIC.

The Chief of Air Staff is Commander of Aviation DRASKOVIC, who lives in the "SLON" hotel.

The political commissioner is not yet designated, but he is replaced by Captain MUJEZINOVIC Ugljesa, who has recently come from PANCEVO to LJUBLJANA.

Under the Vth regional command of aviation (V.O.K.) there are the following airfields: LJUBLJANA (Devica Marija v Polju), "TEZNO" (near MARIBOR) "CERKLJE" (near Krska Vas); "LESCE" (near Radovljica). Furthermore, the regional command attends to the maintenance and supply of the training fields: "GRM" (near Novo Mesto) "OTOK" (near Metljika); "RIBNICA" (near Dolensko) and "LEVEC" (near CELJE).

Remark -

According to information received up to the present time regarding the different quarters, the air-territorial division of YUGOSLAVIA is outlined progressively in six (6) regional air commands, i.e., as many as the regions of the Army, to wit:

NOVI-SAD, SKOPLJE, MOSTAR, NIS, ZAGREB, and now LJUBLJANA.

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8. THE 1ST AIR TRANSPORT REGIMENT -

According to the latest information, the 1st air transport regiment at ZEMEN includes:

- 1st - transport planes
- 2nd - trucks
- 3rd - workshops for mechanics

a) Transport planes -

The regiment has:

- Ten (10) planes of Soviet origin, type Ll-2, which carry armament. The interior of nine (9) planes is not modified; the tenth is equipped with arm-chairs, and serves as a passenger plane.

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- Two (2) to three (3) fighters, of Yugoslav prototype. They are now in a stage of testing.

b) Trucks -

The regiment has in all six (6) or seven (7) trucks in good condition. A very large number will be unusable because of lack of parts for replacement.

Most of these trucks are of Czechoslovakian origin. The others are of Soviet type "ZIS". Repair of these trucks is impossible unless the U.S.S.R. and CZECHOSLOVAKIA deliver spare parts.

The engine of the Soviet trucks ZIS is very strong, but the bodies are very poor.

c) Workshops for mechanics -

Their personnel is composed of old mechanical specialists; the young workers are not apt to replace the old, non-Communist undesirables.

The workshops lack machinery. This condition of things has not changed after the functioning of the tool plant "IVO-LOLA RIBAR" at ZELEZNIK. The mechanics are obliged themselves to manufacture the wrenches and other indispensable tools.

The workshops also lack the most elementary materials, lubricants, petroleum, emery paper, hemp, and even simple rags.

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9. DIVERSE "AIR" INFORMATION -

The new course in civilian pilotage is to begin at RUMA 1 July 1949.

Strength: Three hundred fifty (350) students.

The former course with two hundred forty (240) candidates will transfer to PANCEVO; there the students will follow the course in military pilotage and acquire the title of military pilots.

At POZAREVICA-SERBIE, there is a new course in radio-telegraphy for officers and non-commissioned officers.

Number of candidates: One hundred fifty (150).

Length of the course: Three (3) months.

An auxiliary airfield is under construction. Until its completion, a plane goes three (3) times a week from ZEMUN to PANCEVO in order to make liaison landplane exercises.

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R U M A N I A

1 - INFORMATION ABOUT VARIOUS AIRFIELDS -

CARACAL -

This field is absolutely unoccupied.

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GHIMBAV -

On the airfield at GHIMBAV, near KHASOV, there is little movement. There are some Rumanian planes.

CLUJ -

At CLUJ, the civilian airfield is now being enlarged. A hangar of reinforced concrete and brick, about fifty (50) meters in length and about twenty (20) meters in width, is being constructed. On the field, on 23 May, there were two (2) civilian planes of the T.A.N.S. Co.

VASLUI -

At VASLUI, a center of Soviet air instruction has been installed.

The trains which arrive at the station, and which come from LASSY, ROMAN, or BUCAREST, are always filled with Soviet aviators. The Russian families are authorized to lodge in the military buildings.

The large airfield located four (4) kilometers from the old cattle market south-west of the town, near the small railroad station at MOUNTEMI, lately has six (6) new hangars. One has the impression that the Lussesy establish a permanent organization designed to become an important aviation center.

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2 - A/S UNITS OF RUMANIAN MILITARY AVIATION -

a) Brigade of air engineers -

Composition:

Staff of the Brigade: BUCHAREST

Units of the Brigade:

A regiment of pioneers of the air: COTROCENI which includes:

1st - Staff of the regiment

2nd - Three battalions of pioneers, of three companies each

3rd - The services: supplies, clothing, treasury, lodging, health.

A liaison Air regiment: COTROCENI

A section of infantry:

The services: technique, superintendence, and health.

b) Regiment of air transmission -

1st - Staff of the regiment.

2nd - Three battalions of three companies each.

3rd - The services: supplies, treasury, clothing, lodging, and health.

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3 - ROMANIAN MILITARY AVIATION -

- Aviation command:

- headquarters at BUCAREST -
- Commander: Major General MIKHAEL ROMANESKU
- Political commissioner : Lieutenant-Colonel BANTAS
- Assistant, materiel : Colonel BORIS ANTONIO
- Chief of Staff : Lieutenant-Colonel NICOLAE GREGORE
- Assistant to the Chief of Staff : Lieutenant-Colonel MIHAIL CALINESCU
- Chief of materiel direction : Colonel BALOTESCU

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- Division of aviation -

- Staff : BUCHAREST
- Commander : Colonel ALEXANDRE ZARARESCU
- Chief of Staff: Lieutenant-Colonel MIHAIL PERJU
- 1st Fighter Regiment: at BUCAREST and CRAIOVA
 - Commander: Lieutenant-Colonel TRAJAN GAVRILU
- 2nd Attack Regiment at BRASOV
 - Commander: Lieutenant-Colonel VLADIMIR DANIELESCU
- 3rd Reconnaissance Regiment: TURDA -
 - Commander: Lieutenant-Colonel VITALIE SICORCHI
- 4th Transport Regiment: BUCAREST
 - Commander: Lieutenant-Colonel HANU
- Training Center: TECUCIU
 - Commander: Lieutenant-Colonel DIMITRI VASILESCU
- Technical School: SEBIAS
 - Commander: Lieutenant-Colonel PARVULESCU
- Flying School: EILISTOA
 - Commander: Lieutenant-Colonel OCTAVE PENESCU

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5 - DIVERSE "AIR" INFORMATION -

a) Understructure -

The 1st regiment of air pioneers has sent two hundred fifty (250)

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specialists temporarily to each of the following fields:

ZILISTEA
BUZAU
TECUCI
and ROMAN

to carry on the necessary work of enlargement. The first is already the longest of the three (3) concrete runways of RUMANIA. It is occupied by Rumanian aviation. The second is occupied by a Soviet fighter unit.

b) Training of pilots -

The Rumanian Army Air Force has provided for training one thousand (1000) fighter pilots.

c) Fighter Command -

Colonel MALINOVSKI, former commander of the air-gunner school, from now on assumes command of the fighters, a new post created (This officer is moreover a bombardier, and is a member of the Communist Party). A fighter division of three (3) regiments is being organized; this will, in effect, double the actual air division. Lieutenant-Colonel Anton STEFANESCU will be in command of this fighter division.

d) Air intelligence service -

There is set up under the command of aeronautics until it passes to the Defense of the Territory an air intelligence service which groups under the orders of Colonel RADULLA (former commander of communication services) all the communication services of the Army Air Force, especially the "regiment of patrol and alarm".

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